

CONTINGENCY
#1
SCIP

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB13I

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Sycamore Township

CODE# 061-75973

DISTRICT NUMBER: 2

COUNTY: Hamilton

DATE 09/17/04

CONTACT: Bruce G. Brandstetter, P.E.

PHONE # (513) 651-4224

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 651-0147

E-MAIL bbrandstetter@brandstettercarroll.com

PROJECT NAME: GOLD COAST, REDSKY, PALACE DRIVE RECONSTRUCTION

SUBDIVISION TYPE

(Check only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$862,017
☐ 2. Loan \$
☐ 3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,750,000

FUNDING REQUESTED: \$ 862,017

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

2004 SEP 17 PM 12:24
OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

GRANT: \$ _____

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____

RATE: _____ %

TERM: _____ yrs.

RLP LOAN: \$ _____

RATE: _____ %

TERM: _____ yrs.

(Check only 1)

☒ State Capital Improvement Program

☐ Small Government Program

☐ Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____ / ____ / ____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____ / ____ / ____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) Project Engineering Costs:
1. Preliminary Engineering \$ _____ .00
 2. Final Design \$ _____ .00
 3. Other Engineer Services *
 - Supervision \$ _____ .00
 - Miscellaneous \$ _____ .00
- b.) Acquisition Expenses:
1. Land \$ _____ .00
 2. Right-of-Way \$ _____ .00
- c.) Construction Costs: \$ 1,455,000 .00
- d.) Equipment Purchased directly: \$ _____ .00
- e.) Other Direct Expenses: \$ _____ .00
- f.) Contingencies: \$ 295,000 .00
- g.) TOTAL ESTIMATED COSTS: \$ 1,750,000 .00

MBE Force Account
\$ \$

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- | | | |
|--|-----------------------|-------------|
| a.) Local In-Kind Contributions | \$ _____ .00 | % |
| b.) Local Public Revenues | \$ <u>875,000</u> .00 | <u>50</u> |
| c.) Local Private Revenues | \$ _____ .00 | _____ |
| d.) Other Public Revenues | | |
| 1. ODOT PID# _____ | \$ _____ .00 | _____ |
| 2. EPA/OWDA _____ | \$ _____ .00 | _____ |
| 3. County 20% Distribution Funds | \$ <u>12,983</u> .00 | <u>1</u> |
| SUB TOTAL LOCAL RESOURCES: \$ <u>887,983</u> .00 | | <u>51</u> |
| | | |
| e.) OPWC Funds | | |
| 1. Grant | \$ <u>862,017</u> .00 | <u>49</u> |
| 2. Loan | \$ _____ .00 | _____ |
| 3. Loan Assistance | \$ _____ .00 | _____ |
| SUB TOTAL OPWC RESOURCES: \$ <u>862,017</u> .00 | | <u>49</u> |
| f.) TOTAL FINANCIAL RESOURCES: \$ <u>1,750,000</u> .00 | | <u>100%</u> |

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Goldcoast, Redsky, Palace Drive Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through c):

a: SPECIFIC LOCATION:

All of Goldcoast, Redsky and Palace Drives, which are located on the south side of Kemper Road, between Deerfield Road and I-71.

PROJECT ZIP CODE: 45249

b: PROJECT COMPONENTS:

New full-depth concrete pavement with integral curbs.
New underdrains.
Driveway replacements.
Drainage improvements, including inlet and manhole repairs/reconstruction.
Utility adjustments.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The street dimensions are as follows:

Redsky Drive	-	803 L.F.
Palace Drive	-	1130 L.F.
Goldcoast Drive	-	1600 L.F.

All pavements are 38 feet wide.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

3000 ADT, 3600 Users

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ 1,750,000	100 %
State Funds Requested for Repair and Replacement	\$ 862,017	49 %
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ _____	____ %
State Funds Requested for New and Expansion	\$ _____	____ %

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01 / 01 / 05</u>	<u>06 / 15 / 05</u>
4.2 Bid Advertisement and Award:	<u>07 / 07 / 05</u>	<u>08 / 07 / 05</u>
4.3 Construction:	<u>09 / 01 / 05</u>	<u>06 / 01 / 06</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	<u>Richard C. Kent</u>
	TITLE	<u>President, Board of Trustees</u>
	STREET	<u>8540 Kenwood Road</u>
	CITY/ZIP	<u>Sycamore Township, Ohio 45236</u>
	PHONE	<u>513/791-8447</u>
	FAX	<u>513/791-8564</u>
5.2	CHIEF FINANCIAL OFFICER	<u>Robert C. Porter, III</u>
	TITLE	<u>Clerk-Treasurer</u>
	STREET	<u>8540 Kenwood Road</u>
	CITY/ZIP	<u>Sycamore Township, Ohio 45236</u>
	PHONE	<u>513/791-8447</u>
	FAX	<u>513/791-8564</u>
5.3	PROJECT MANAGER	<u>Bruce G. Brandstetter, P.E.</u>
	TITLE	<u>Brandstetter Carroll Inc.</u>
	STREET	<u>424 East Fourth Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>513/651-4224</u>
	FAX	<u>513/651-0147</u>

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

X A certified copy of the legislation by the governing body of the applicant authorizing a designated Official to submit this application and execute contracts. (Attach)

X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

n/a A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)

X Capital Improvements Report: (Required by 164 O.R.C. on standard form)

X A: Attached.

 B: Report/Update Filed with the Commission within the last twelve months.

n/a Floodplain Management Permit: Required if project is in 100-year floodplain. See Instructions.

X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Robert C. Porter, III, Clerk/Treasurer
Certifying Representative (Type or Print Name and Title)


Signature/Date Signed



Brandstetter Carroll Inc.
ARCHITECTS ENGINEERS PLANNERS

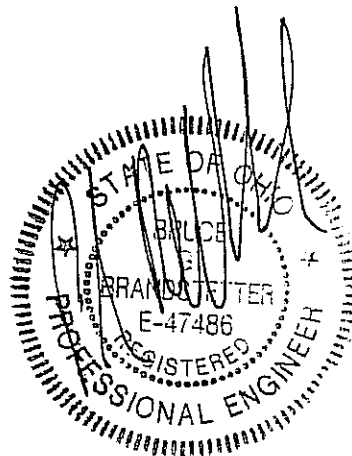
424 EAST 4TH STREET, CINCINNATI, OHIO 45202
513.651.4224 VOICE 513.651.0147 FAX

PRELIMINARY OPINION OF PROBABLE COST
GOLDCOAST, REDSKY, PALACE DRIVES IMPROVEMENTS
SYCAMORE TOWNSHIP, OHIO
August 3, 2004
04003

DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
Pavement Removal				
Roadway	16,000	SY @ \$	10.00 \$	160,000.00
Driveway	1,700	SY @	10.00	17,000.00
Excavation	3,000	CY @	30.00	90,000.00
8" Concrete Pavement	16,000	SY @	48.00	768,000.00
7" Concrete Pavement	1,700	SY @	45.00	76,500.00
6" Gravel Base (Drainage Layer)	3,000	CY @	40.00	120,000.00
Geotextile Fabric	16,000	SY @	2.50	40,000.00
Manhole and Inlet Adjustments/Repairs	34	EA @	350.00	11,900.00
Underdrains	6,000	LF @	15.00	90,000.00
Subgrade Excavation/Replacement	1,200	CY @	35.00	42,000.00
Mobilization	1	LS @	5,000.00	5,000.00
Construction Staking	1	LS @	5,000.00	5,000.00
Maintenance of Traffic	1	LS @	30,000.00	30,000.00
Sub-Total				\$ 1,455,400.00
Contingency @ 20%				\$ 291,080.00
Total				\$ 1,746,480.00
Round Off @				\$ 1,750,000.00

This is to certify that this project, upon satisfactory completion and normal environmental and climatic conditions, will have a useful life of 20 years.

MISCIP\FY2005\SycamoreTwp\GoldcoastEtc PCE-Rev bgb.xls(04Funding)djb





Sycamore Township

Hamilton County, Ohio

8540 Kenwood Road • Sycamore Township, Ohio 45236-2010 • (513) 791-8447 • fax (513) 792-8564
www.sycamoretownship.org

Board of Trustees

Cletus L. McDaniel
Richard C. Kent
Cliff W. Bishop

Clerk-Treasurer

Robert C. Porter III
Law Director
R. Douglas Miller

Administrator

Michael J. Berens
Superintendent
Rob Molloy
Zoning Administrator
Greg Bickford

STATUS OF FUNDS REPORT

I, Robert C. Porter III, Clerk of Sycamore Township, certify that local funding in the amount of \$875,000.00 is available upon OPWC funding approval for the Goldcoast, Redsky, Palace Drive Reconstruction.

Robert C. Porter III, Clerk

9/16/04
Date

First Reading: September 16, 2004
Second Reading: dispensed

RESOLUTION NO. 2004 - 33

A RESOLUTION APPOINTING ROBERT C. PORTER, III
AS OFFICIAL REPRESENTATIVE FOR THE STATE CAPITAL
IMPROVEMENT PROJECT FUNDING

WHEREAS, the Ohio Public Works Commission requires an official representative to be designated from Sycamore Township who is legally empowered to represent the Township in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; and

WHEREAS, the representative will be responsible to ensure that the application for State Capital Improvement Funding (SCIP) funding is true and correct; and

WHEREAS, the representative will assure that all official documents and commitments of the Township that are a part of the application process are duly authorized by the governing body of the Township; and

WHEREAS, the representative will be responsible, should the requested financial assistance be provided, for the execution of the project and that the Township complies with all assurances required by Ohio Law including those involving minority business utilization, Buy Ohio, and prevailing wages;

NOW THEREFORE, BE IT RESOLVED, by the Board of Township Trustees of Sycamore Township, State of Ohio:

SECTION 1. . . . That the Sycamore Township Clerk, Robert C. Porter, III, shall be appointed to fulfill all said obligations as required by the Ohio Public Works Commission.

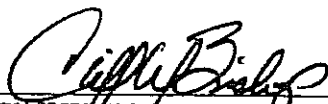
SECTION 2. The Trustees of Sycamore Township upon at least a majority vote do hereby dispense with the requirement that this Resolution be read on two separate days, and hereby authorize the adoption of this Resolution upon its first reading.

SECTION 3. This resolution is hereby declared to be an emergency measure necessary for the immediate preservation of the peace health welfare and safety of the residents of the Township. The reason for the emergency is to make a timely filing with the Ohio Public Works Commission..

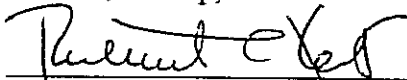
VOTE RECORD:

Mr. Bishop Aye Mr. Kent Aye Mr. McDaniel Aye

PASSED, at the meeting of the Board of Township Trustees of Sycamore Township
this 16th day of August 2004.



Cliff W. Bishop, President




Richard C. Kent, Vice President



Cletus L. McDaniel, Trustee

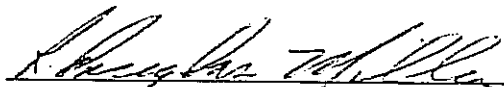
AUTHENTICATION

This is to certify that this resolution was duly passed and filed with the Township
Clerk of Sycamore Township this 16th day of August, 2004.



Robert C. Porter III, Clerk

APPROVED AS TO FORM:



R. Douglas Miller, Law Director

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

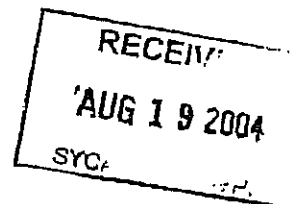
120 EAST COURT STREET

CINCINNATI, OHIO 45202-1202

PHONE (513) 946-1250

FAX (513) 946-4200

August 19, 2004



Sycamore Township
Township Building
8540 Kenwood Road
Cincinnati, OH 45236-2010

RE: 20% Allocation from County Portion of
2nd \$5.00 Permissive License Tax - 2004

Honorable Board of Trustees:

This is to inform you that your application requesting funds for the following project utilizing the Township's 20% Allocation from the County portion of the 2nd \$5.00 Permissive License Tax has been approved by the Board of County Commissioners by Resolution dated August 18, 2004.

PROJECT

ALLOCATION

Goldcoast, Palace, Redsky Drive Improvements

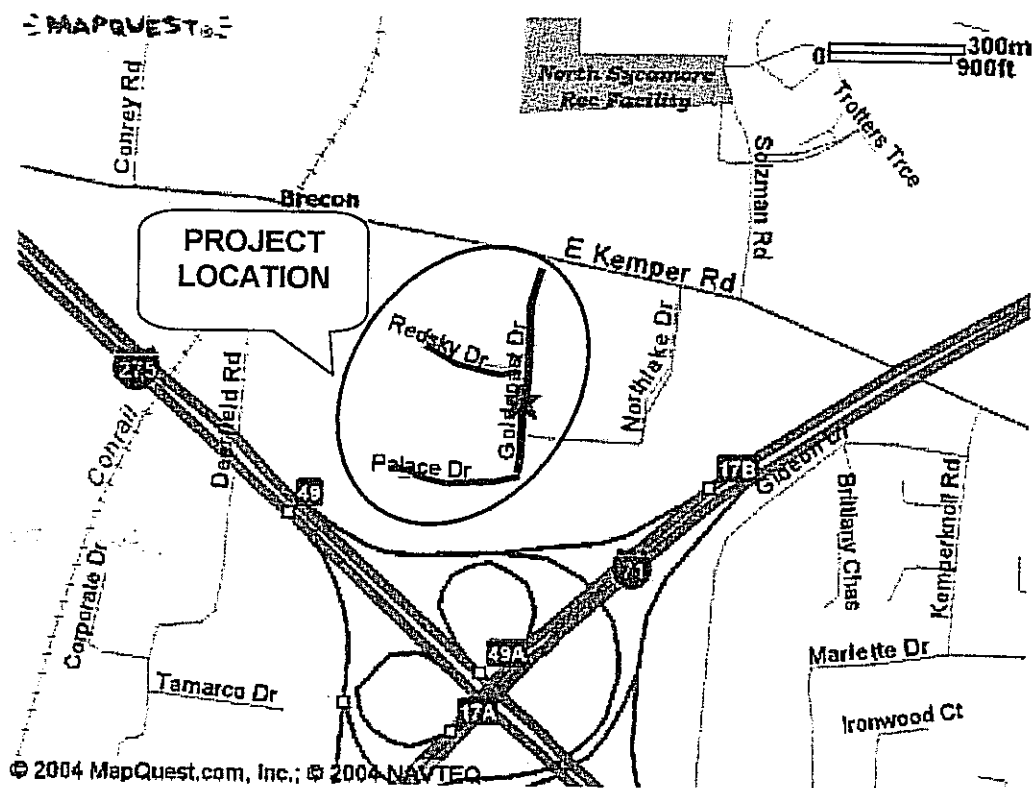
\$12,983.00

When you are ready to utilize these funds, we ask that by letter to this office you request that funds be advanced, indicating the amount requested. When the project is completed, please furnish us with a final accounting.

Very truly yours,

William W. Brayshaw
WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER

WWB/pmd



FY 2005 SCIP APPLICATION
September 17, 2004

GOLDCOAST, REDSKY AND PALACE DRIVES RECONSTRUCTION
SYCAMORE TOWNSHIP, OHIO



Sycamore Township

Hamilton County, Ohio

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Sycamore Township

Commercial Square Footage / Employee Breakdown July, 2003

Goldcoast Drive
Redsky Drive
Palace Drive
North Lake Drive

Manufacturing / Light Industrial

<u>Sq. Ft.</u>	<u>Employees</u>
474,800	735

Warehousing / Distribution

<u>Sq. Ft.</u>	<u>Employees</u>
196,700	341

Office / Research

<u>Sq. Ft.</u>	<u>Employees</u>
345,000	794

Office

<u>Sq. Ft.</u>	<u>Employees</u>
235000	667

Totals	1,251,500	2,537
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Redsky

Manufacturing				
	Office Sq ft	Warehouse sq	Parking Area	Employees
1	8500	2000	20000	63.4920635
2	3000	13000	9000	28.5714286
3	2000	7000	8500	26.984127
4	5000	20000	3500	11.1111111

Warehouse				
	Office Sq ft	Warehouse sq	Parking Area	Employees
5	5000	13000	15000	47.6190476
6	5000	14000	7000	22.2222222
7	4000	10000	5000	15.8730159
8	4000	10000	5000	15.8730159

Manufacturing / Light Industrial /w/ Warehousing

<u>Sq. Ft</u>	<u>Employees</u>
474,800	735

Warehousing / Distribution

<u>Sq. Ft</u>	<u>Employees</u>
196,700	341

Office / Research

<u>Sq. Ft</u>	<u>Employees</u>
345,000	794

Gold Coast

Manufacturing				
13	2500	5000	9000	28.5714286
12	1300	8000	6000	19.047619
11	7000	21500	14000	44.4444444
10	2000	5000	7000	22.2222222
16	2000	5000	3000	9.52380952
15	2000	6000	2000	6.34920635
9	7000	18000	14000	44.4444444
14	2000	7000	8500	26.984127

Warehouse				
9	2500	25000	12500	39.6825397
17	9000	42000	15000	47.6190476
18	1000	7000	5000	15.8730159

Office

<u>Sq. Ft</u>	<u>Employees</u>
235,000	667

Totals 1,251,500 2,537

729000 522500 1251500

2536.508

Palace

Manufacturing				
19	4000	114000	26000	82.5396825
20	5000	32000	18000	57.1428571
23	3000	12000	3000	9.52380952
20	5000	32000	18000	57.1428571
21	3000	30000	20000	63.4920635
22	3000	30000	20000	63.4920635

Warehouse

25	2600	2000	17000	53.968254
26	2600	2000	16000	50.7936508
27	36000	0	10000	31.7460317

Northlake

Manufacturing				
28	10000	30000	22000	69.8412698

Office

29	110000	0	105000	333.333333
31	125000	0	105000	333.333333

Research / Office

30	345000	0	250000	793.650794
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Mitron Systems Volume Count Report

Site Name Goldcoast & Kemper
 Jurisdiction Sycamore Township
 Study Type Volume (ch1)
 Location Code 1414
 Direction North
 Date 8/27/2003
 Real Time 11:13
 Start Date 8/27/2003
 Start Time 12:00
 Sample Time 00:15
 Operator Number 2
 Machine Number 15

Wednesday, August 27, 2003

8/27/2003					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
12	158	55	28	33	42
13	99	38	32	20	9
14	110	38	23	18	31
15	178	52	43	53	30
16	174	39	52	40	43
17	247	101	64	52	30
18	99	45	21	16	17
19	39	15	11	5	8
20	29	9	9	10	1
21	27	15	6	6	0
22	15	6	4	2	3
23	12	10	2	0	0
00	1	0	1	0	0
01	2	0	0	1	1
02	3	1	1	0	1
03	2	1	0	0	1
04	8	1	2	4	1
05	8	1	0	2	5
06	36	20	5	10	1
07	51	18	9	11	15
08	72	13	16	27	16
09	73	21	15	18	19
10	78	18	13	19	28
11	175	47	37	39	52
	1696	Total			

AM Peak Hour Start 11:00
 AM Peak Hour Total 175
 AM Peak Hour Factor 84.13 %
 PM Peak Hour Start 18:45
 PM Peak Hour Total 260
 PM Peak Hour Factor 84.36 %

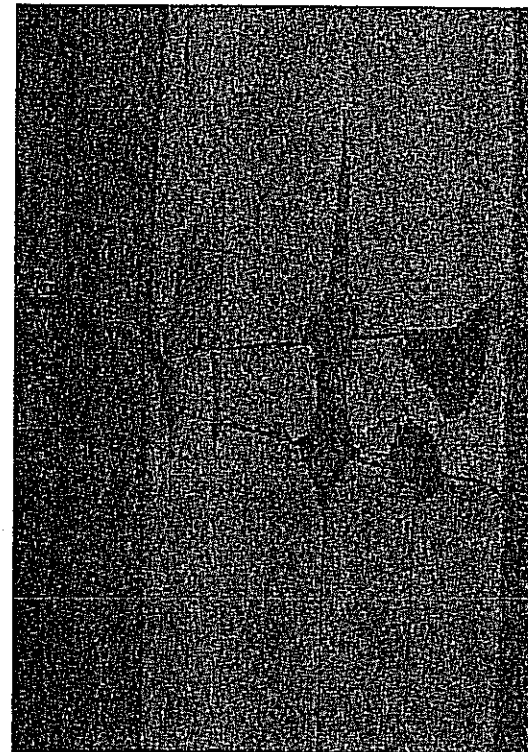
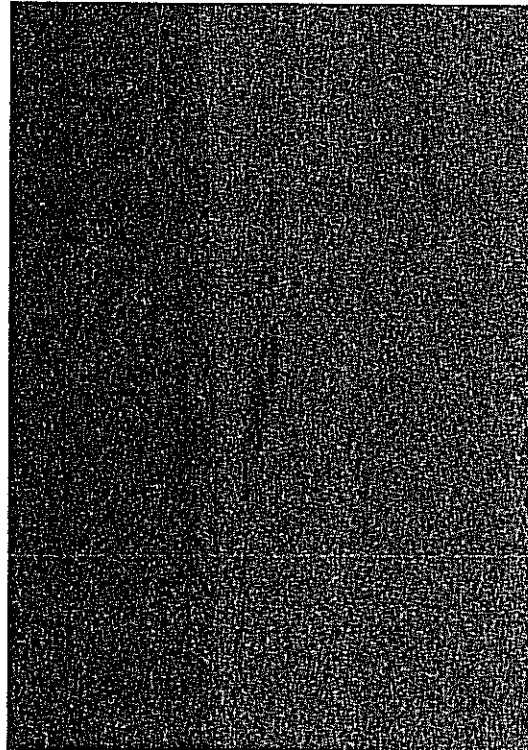
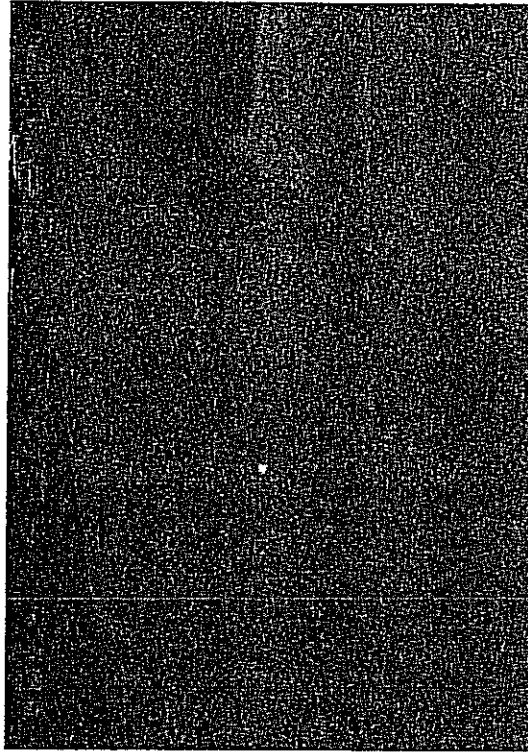
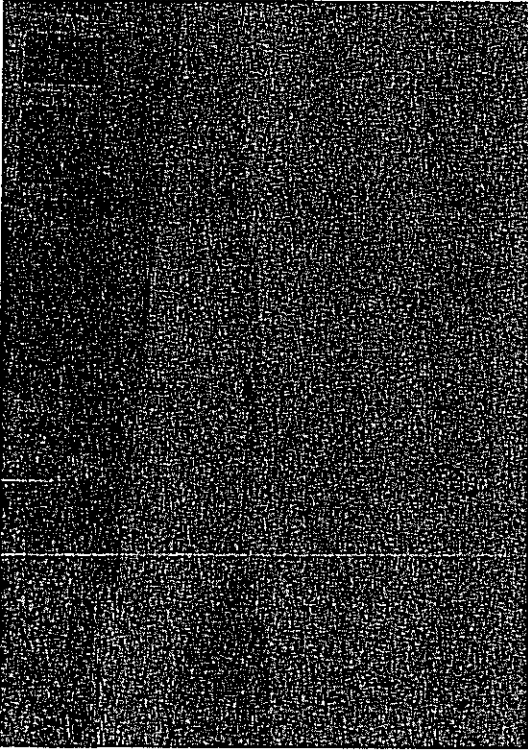
Mitron Systems Volume Count Report

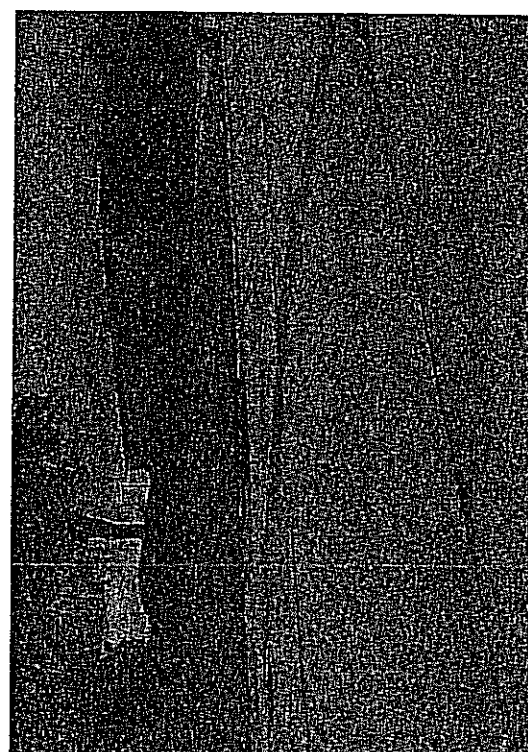
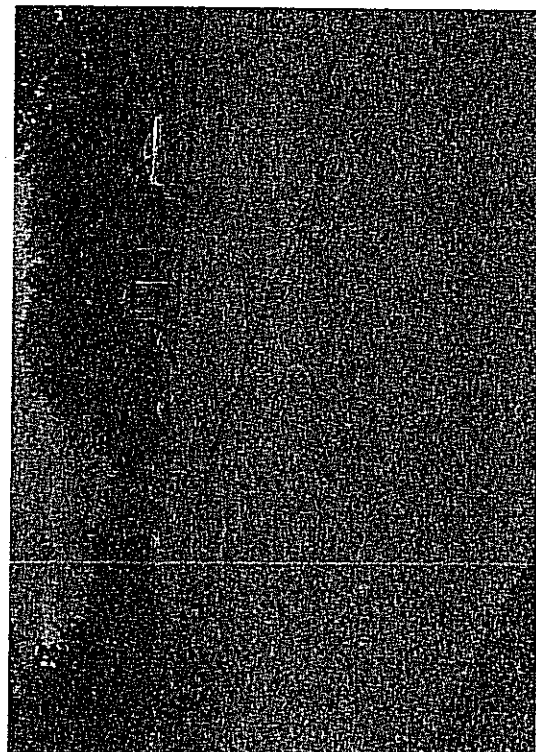
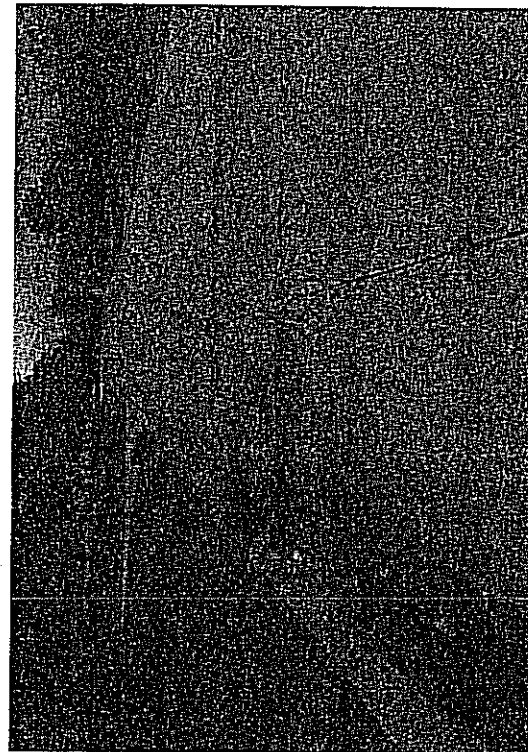
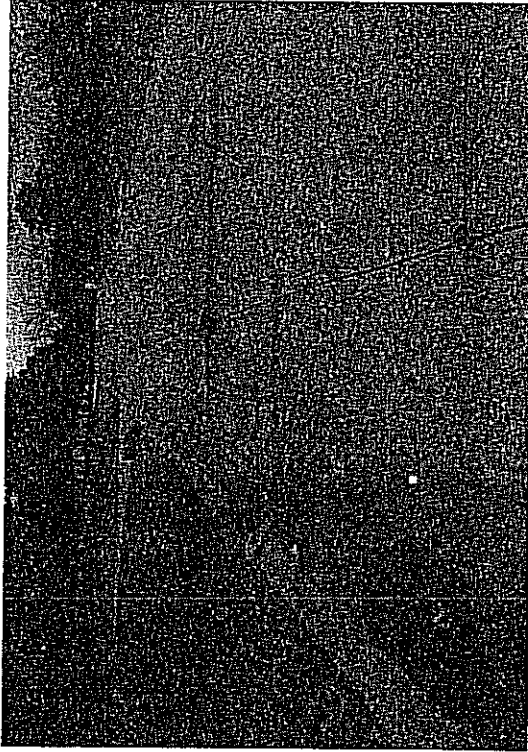
Site Name Goldcoast & Kemper (Southbound)
 Jurisdiction Sycamore Township
 Study Type Volume (ch1)
 Location Code 1414
 Direction South
 Date 8/27/2003
 Real Time 11:23
 Start Date 8/27/2003
 Start Time 12:00
 Sample Time 00:15
 Operator Number 2
 Machine Number 48

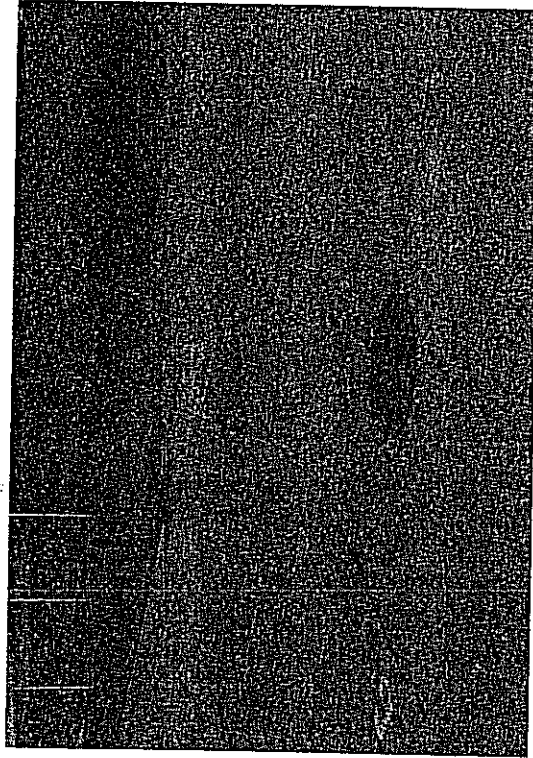
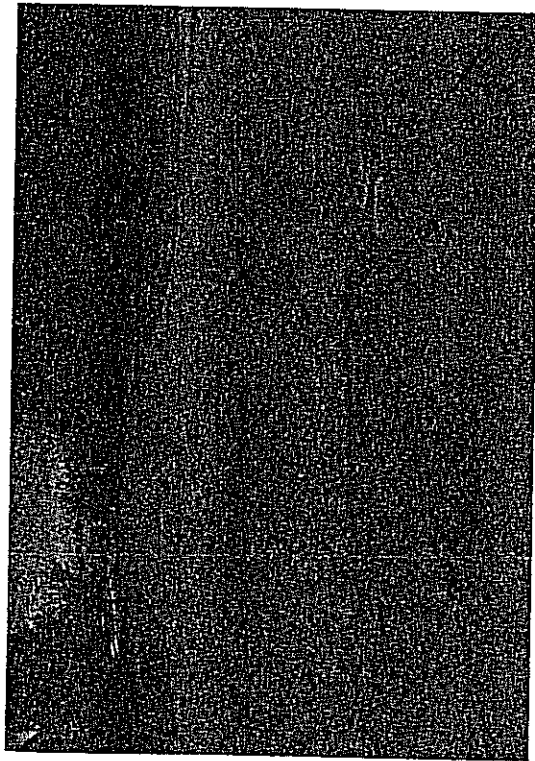
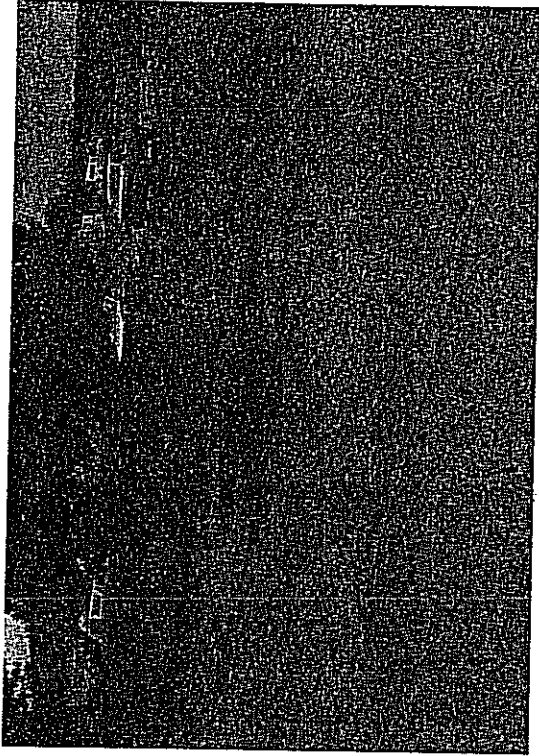
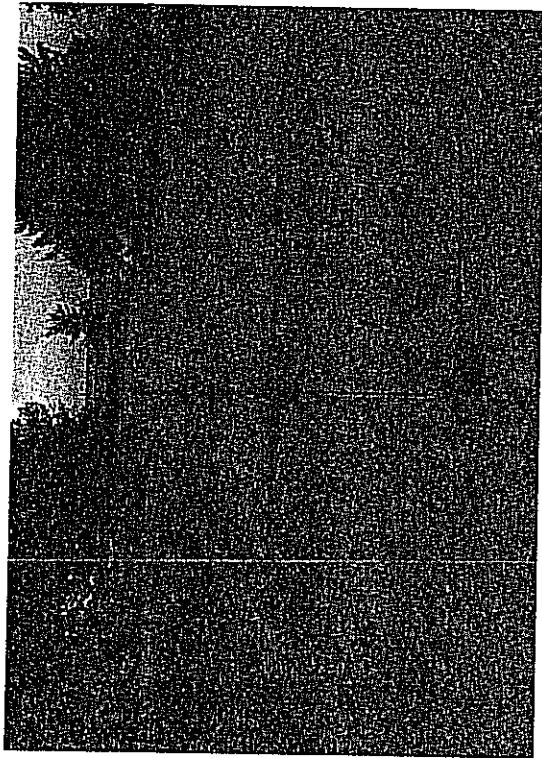
Wednesday, August 27, 2003

8/27/2003					
HR	HR				
Begin	Total	00-15	15-30	30-45	45-00
12	109	27	28	30	24
13	106	30	29	24	23
14	81	20	16	22	23
15	67	23	20	10	14
16	38	12	5	11	10
17	43	11	6	21	5
18	22	8	11	1	2
19	11	2	5	1	3
20	13	6	3	3	1
21	6	4	2	0	0
22	7	2	0	4	1
23	0	0	0	0	0
00	2	1	1	0	0
01	0	0	0	0	0
02	1	1	0	0	0
03	2	0	1	1	0
04	1	0	0	0	1
05	35	3	3	9	20
06	73	10	11	23	29
07	171	27	31	31	82
08	173	65	47	38	23
09	83	22	22	22	17
10	74	13	18	19	24
11	84	15	22	21	26
	1202	Total			

AM Peak Hour Start 07:45
 AM Peak Hour Total 232
 AM Peak Hour Factor 70.73 %
 PM Peak Hour Start 12:30
 PM Peak Hour Total 113
 PM Peak Hour Factor 94.17 %









ADDITIONAL SUPPORT INFORMATION

For Program Year 2005 (July 1, 2005 through June 30, 2006), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____ YES X NO (ANSWER REQUIRED)

Note: Answering "Yes" will not cause your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing pavement is in poor condition. The pavement has slab settlements and joints have heaved. The heaved joints and crown settlement has caused drainage problems. Full-depth repairs are needed. The problems are due to the heavy truck loading and subgrade failure. Please see the enclosed Geotechnical Report. In summary, given that this is an industrial subdivision, the intensive loading of truck traffic has led to failure of the subgrade.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This project is important to maintain overall roadway safety.

Vehicles are crossing centerline to avoid uneven pavement and deteriorated manholes. This results in traffic hazards for on-coming traffic and for ingress/egress from driveways. Frost heaves at joints damages vehicles suspensions and makes safe travel at the posted speed limit impossible.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Stormwater runoff will be improved by eliminating ponding of surface water. The risks of vehicle hydroplaning is greatly reduced as well as the risk of accidents due to icing.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Goldcoast, Redsky, Palace Drive Reconstruction

Priority 2 Highpoint Subdivision Improvements, Phase III

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No x Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

This industrial subdivision has maintained its' economic vitality. It is important to keep the pavement and infrastructure in a condition that maintains the vitality of the area. The newer industrial developments in Butler and Warren County have a competitive advantage

This subdivision employs 2537 people and exceeds 1,250,000 SF of property. It is a vital economic area to the Township and to the County. The Township has received calls of concern in regards to the condition and appearance of the pavement.

7) Matching Funds - **LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - **OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding source(s).

County 20% Funds for \$12,983.00 or 1% of the project cost

- 9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems or hazards (be specific).

Project will eliminate pavement failures, repair/replace deteriorating manholes and storm inlets and eliminate ponding water. All these improvements will maintain good, uninterrupted traffic flow.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS N/A

Proposed LOS N/A

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

- 10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 2

- a.) Are preliminary plans or engineering completed? Yes x No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No x N/A _____
- c.) Are all utility coordination's completed? Yes _____ No x N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A x

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 6 months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Approximately 2500 people are employed in this industrial subdivision. There is 1,200,000 SF of office/industrial property at this site. Please see the attached summary sheet.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No Ban

Will the ban be removed after the project is completed? Yes _____ No _____ N/A x

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 3,000 X 1.20 = 3,600 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

Please see the attached traffic count data dated 8/27/03 as provided by the Hamilton County Engineer's Office.

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional \$5.00 License Tax x

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

**SCIP/LTIP PROGRAM
ROUND 19 - PROGRAM YEAR 2005
PROJECT SELECTION CRITERIA
JULY 1, 2005 TO JUNE 30, 2006**

NAME OF APPLICANT: SYCAMORE TWP.

NAME OF PROJECT: GOLD COAST, REDSKY, PALACE DR. RECON.

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

17th yr.

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

*worse than last yr
lots of partial & full
depth repairs*

*ALL JOINTS FAILED
UTILITY CUTS
HEAVING IN SEVERAL AREAS*

Appeal Score _____

- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score _____

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score _____

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score _____

5) Will the completed project generate user fees or assessments?

Appeal Score

10 - No

0 - Yes

6) Economic Growth - How the completed project will enhance economic growth (See definitions).

10 - The project will directly secure new employment

Appeal Score

5 - The project will permit more development

0 - The project will not impact development

7) Matching Funds - LOCAL

~~10 - This project is a loan or credit enhancement~~

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

LOCAL = 50%

8) Matching Funds - OTHER

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

1 - 1% to 9.99%

0 - Less than 1%

20% FUNDS = 1%

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.

Appeal Score

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2005 and no delinquent projects in Rounds 16 & 17

3 - Will be under contract by March 31, 2006 and/or one delinquent project in Rounds 16 & 17

0 - Will not be under contract by March 31, 2006 and/or more than one delinquent project in Rounds 16 & 17

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major Impact

Appeal Score

8 - Significant Impact

6 - Moderate Impact

4 - Minor Impact

2 - Minimal or No Impact

4 LAST YEAR

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

3,600

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

\$5

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project is specifically designed to secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

VISIT OUR WEBSITE AT:

<http://www.hamilton-co.org/engineer/SCIP/ltip.htm>